

ENVIRONMENTAL ASSESSMENT WORKSHEET

This Environmental Assessment Worksheet (EAW) form and EAW Guidelines are available at the Environmental Quality Board's website at: <http://www.eqb.state.mn.us/EnvRevGuidanceDocuments.htm>. The EAW form provides information about a project that may have the potential for significant environmental effects. The EAW Guidelines provide additional detail and resources for completing the EAW form.

Cumulative potential effects can either be addressed under each applicable EAW Item, or can be addresses collectively under EAW Item 19.

Note to reviewers: Comments must be submitted to the RGU during the 30-day comment period following notice of the EAW in the *EQB Monitor*. Comments should address the accuracy and completeness of information, potential impacts that warrant further investigation and the need for an EIS.

1. Project title: L&H Station

2. Proposer: Hennepin County
Contact person: J. Michael Noonan
Senior Department Administrator
Real Estate Division
Strategic Planning and Resources Department
701 4th Ave. S., Ste. 400
Minneapolis, MN 55415-1843
Phone: 612 348-8537
Fax: 612 348-9710
Email: j.michael.noonan@hennepin.us

3. RGU: City of Minneapolis
Contact person: Becca Farrar-Hughes
Title: Senior City Planner
Address: 250 South 4th Street Room 300
Minneapolis, MN 55415
Phone: (612) 673-3594
Fax: 612 673-2526
Email: Rebecca.Farrar@minneapolismn.gov

4. Reason for EAW Preparation: (check one)

Required:

☐ EIS Scoping

☒ Mandatory EAW

Discretionary:

☐ Citizen petition

☐ RGU discretion

☐ Proposer initiated

If EAW or EIS is mandatory give EQB rule category subpart number(s) and name(s):

4410.4300 MANDATORY EAW CATEGORIES.

Subp.19. Residential development D. 375 attached units in a city within the seven-county Twin Cities metropolitan area that has adopted a comprehensive plan under Minnesota Statutes, section 473.859; and Subp. 32. Mixed residential and industrial-commercial projects with a sum of quotients exceeding 1.0.

5. Project Location:

County: Hennepin

City: Minneapolis

Address: 2225 East Lake Street

PLS Location (¼, ¼, Section, Township, Range): NE ¼ of the NW ¼, Section 1, Township 128 North, Range 24 West

Watershed (81 major watershed scale): Mississippi River Twin Cities

GPS Coordinates:

Tax Parcel Number: 01-028-24-21-0105

At a minimum attach each of the following to the EAW:

County map showing the general location of the project:

Figure 1: Project Location in Hennepin County

U.S. Geological Survey 7.5 minute, 1:24,000 scale map indicating project boundaries (photocopy acceptable):

Figure 2: USGS St Paul West Quadrangle

Site plans showing all significant project and natural features. Pre-construction site plan and post-construction site plan:

Figure 3a: Current Site Conditions

Figure 3b: Current Site Aerial

Figure 3c: Proposed Site Development Plan

Figure 3d: Phase One Development Plan

Figure 4: Rendering of Proposed County Building

Figure 5: Rendering of Phase One Residential Building

Appendix:

Travel Demand Management Plan

Available on the City's website:

Phase I Environmental Site Assessment

6. Project Description:

- a. *Provide the brief project summary to be published in the EQB Monitor, (approximately 50 words).*

The proposed L&H Station project would result in the redevelopment of an approximate six and one half-acre site adjacent to the LRT Station at Hiawatha and Lake Street in Minneapolis. This phased development is anticipated to be developed in four separate phases over ten years, and would provide at completion a total of 565 residential units, a 100,000 square foot office building, 16,075 square feet of commercial space, 840 off-street parking spaces and a public plaza/marketplace.

- b. *Give a complete description of the proposed project and related new construction, including infrastructure needs. If the project is an expansion include a description of the existing facility. Emphasize: 1) construction, operation methods and features that will cause physical manipulation of the environment or will produce wastes, 2) modifications to existing equipment or industrial processes, 3) significant demolition, removal or remodeling of existing structures, and 4) timing and duration of construction activities.*

As proposed, the L&H Station project would result in the redevelopment of a six and one half-acre site at the intersection of Lake Street and Hiawatha Avenue adjacent to the Lake Street/Midtown Blue Line LRT Station. The site is currently occupied by a three-story, 51,000 square foot classroom building, a fenced playground area and a 450 space surface parking lot. The parking spaces located east of 23rd Avenue extended are used as a Park and Ride lot established through a lease with the Metropolitan Council. The lease for that use is set to terminate in 2015. In addition, the Midtown Farmer's Market has operated on the northern portion of the parking lot abutting Lake Street on Saturday mornings from May to October, and Tuesday evenings from June through October, since 2003.

The proposed phased development would incrementally result in the construction of 565 residential units, a 100,000 square foot office building, up to 16,075 square feet of retail space and a public plaza/market square. The proposed public plaza/market square would be located adjacent to the LRT station and would also serve as the permanent home of the Midtown Farmer's Market. The redevelopment would be served by up to 840 structured parking spaces.

The Proposed Site Development Plan (Figure 3c) shows the overall master plan for the site. Construction on the first phase is anticipated to begin in 2015, and continue incrementally over ten years with the fourth phase concluding in 2025. The initiation of each phase after Phase One would be determined based on the timing of the relocation of Minneapolis Public Schools (MPS) and their functions that currently operate out of the existing building on the premises (the South Campus of the Adult Basic Education Program), and on market acceptance and conditions.

Phase One: 2015

As proposed, the first phase of the development would be constructed on the surface parking area located directly west of the existing MPS building. Phase One would include 100,000 square feet of office space, 8,000 square feet of commercial space at the street level of the office building and a total of 125 residential units as indicated on the Phase One Development Plan (Figure 3d), and

as further described below. Figures 4 and 5 are renderings of the Phase One office/retail and residential buildings.

The office building would be occupied by Hennepin County Human Services and Public Health Department (HSPHD). The structure would be approximately five stories or 79 feet in height, and 100,000 square feet in size. The principal entrance to the facility and the retail spaces would be located directly off of Lake Street. Approximately 500 employees are expected to office out of the new facility; however, it is anticipated that the on-site count of employees at any one time would total approximately 325 individuals as these employees would meet clients both in and out of the office building. The new building would be one of its six regional service hubs that are now being developed by the County that provide various services to county residents including assessments and program referrals. Clients would be able to apply for food support and medical assistance, address homelessness, deal with utility shut-offs, evictions and other emergencies, get support for seniors in their homes, learn about early childhood programs and programs for people with disabilities as well as programs geared towards improving mental health and eliminating chemical dependencies.

The County has established human services centers in four HSPHD service regions in Brooklyn Center (Northwest Family Service Center), north Minneapolis, south suburban (Bloomington), and west suburban (Hopkins). There are three satellite locations as well that include Plymouth at Interfaith Outreach and Community Partners, Brookdale and Sabathani Community Center in Minneapolis. Construction is underway at the northeast/central human services center (located in the Health Services Building) and nearing completion at satellites in northeast Minneapolis (Eastside Neighborhood Services) and in Eden Prairie (located in the former Eden Prairie Service Center/library).

Approximately, 8,000 square feet of new retail space would be integrated into the ground level of the office building along the Lake Street frontage. The space is expected to accommodate approximately three to five tenants.

Phase One would also include a six-story, 125 unit market-rate residential building. The project would have a combination of studios, one-bedroom and two-bedroom units ranging from 550 to 850 square feet. There would be approximately 23 units per floor. All units would have outdoor space in the form of a balcony, terrace (at the amenity deck) or walk-up patio. Exterior materials are proposed to be brick, metal, cement fiber board and glass. The main entrance for the housing would be located off of 22nd Avenue. Ground level townhouse units would be developed along the private street connecting 22nd Avenue to 23rd Avenue (extended). See Figures 3c and 5.

As part of the first phase, a 441 space parking structure that includes both below grade and one level of at grade parking that is covered by a green roof canopy, would be developed to serve the office, retail spaces and the residential building. At-grade parking for Phase One would be controlled via gate access and would require patrons to receive validation. The below-grade parking spaces would have secured access via a FOB system. The Phase One housing development would have 75 dedicated parking spaces. There would also be 50 shared spaces available for housing use at off-peak hours. During Phase One the County would also have use of the remaining surface spaces located directly south of Phase One.

During Phase One, MPS would continue to operate out of the existing building. The use of the 143 leased and 27 dedicated parking spaces located along the east edge of the site for the Metropolitan Council's Park and Ride lot would terminate. The MPS would use these 170 spaces in the interim, replacing the parking spaces lost by the development of Phase One.

Subsequent Phases Two – Four: 2017 – 2025

The construction on the remainder of the site would begin when MPS relocates to a new site, thus allowing for the demolition of the existing 51,000 square foot building that occupies the subject property. A potential new site has been identified but assembly and construction may require five to eight years to complete.

Future phased development would provide a new public plaza/market square, along the east side of the site, with permanent facilities for the Midtown Farmer's Market and a platform for programming other public events. The public plaza/market square would provide a connection to the Lake Street/Midtown LRT station for visitors to Hennepin County's regional human services office, and other businesses and services on the site, for other destinations in the district beyond L&H Station, and for nearby residents.

The additional 8,075 square feet of proposed commercial space would be located within the residential building proposed in a future phase along the edge of the public plaza/market square.

Hennepin County is currently in discussion with the Metropolitan Council, owner of the triangle-shaped parcel on the east edge of the site, identified on the Phase One Development Plan, to be incorporated into the development of the public plaza/market square.

The multiple new residential buildings on the site would have a total of 440 housing units served by 399 parking spaces.

Two residences, 3029 and 3055 22nd Avenue South, located in the southwest corner of the site identified as existing houses on the Phase One Development Plan are not included in the County's purchase of the site from MPS but are designated for redevelopment. It is anticipated that the owners of these parcels will be contacted for purchase of their parcels when appropriate as the redevelopment proceeds.

c. Project magnitude:

<i>Total Project Acreage</i>	6.5 acres
<i>Number and type of residential units</i>	565 attached units
<i>Commercial building area (in square feet)</i>	16,075 square feet of retail
<i>Industrial building area (in square feet)</i>	None
<i>Institutional building area (in square feet)</i>	100,000 square feet for Hennepin County
<i>Other uses – specify (in square feet)</i>	Public Plaza/Market Square 44,800 square feet
<i>Structure height(s)</i>	Varied, none greater than 6 stories or 75 – 80 feet

- d. *Explain the project purpose; if the project will be carried out by a governmental unit, explain the need for the project and identify its beneficiaries.*

The project purpose is to redevelop the subject site which is immediately adjacent to the Lake Street/Midtown Hiawatha LRT Station. The redevelopment would replace the existing three-story building surrounded by a surface parking lot with a mixed-use development. This type and intensity of development would better utilize the public investment in the Hiawatha LRT and implement City, Hennepin County and Metropolitan Council's 2030 Transportation Policy Plan goals for development in "Transit Station Areas".

The Hennepin County Board of Commissioners has established the transit-oriented development (TOD) program to support both redevelopment and new construction that enhances transit usage. The TOD program criteria support projects and developments that: enhance transit usage, increase density along transit corridors, reinforce both the community and the transit system, exhibit a compact and efficient use of available space, rather than auto-oriented sprawl, contain a diversity and mix of uses with daily conveniences and transit at the center and support pedestrian-friendly physical design that encourages walking, bicycling and access for people with physical disabilities. The program also offers a grant /loan program which is available to this TOD project through a competitive submission process.

The location of one of the six Hennepin County regional human services offices as part of the L&H Station site would provide access to the full range of financial, social and public health services the County offers.

The proposed redevelopment of this site would provide increased housing opportunities (with an emphasis on diversifying choice and affordability); a civic open space (the public plaza/market square adjacent to the LRT station site); streetscape improvements to Lake Street integrated with street-oriented mixed-use development; improved pedestrian connections between the neighborhood and local shopping and employment destinations; and ultimately, a development that links transportation, land use, economic development and housing.

- e. *Are future stages of this development including development on any other property planned or likely to happen?*

No, all proposed phases or stages of the development, including potential acquisition of the private residences and the Metropolitan Council parcels described in Figure 3c are described in this EAW.

If yes, briefly describe future stages, relationship to present project, timeline and plans for environmental review.

See above comment and Figure 3c.

- f. *Is this project a subsequent stage of an earlier project? No*
If yes, briefly describe the past development, timeline and any past environmental review.

Not applicable.

7. **Cover types:** Estimate the acreage of the site with each of the following cover types before and after development:

	Before	After		Before	After
<i>Wetlands</i>	none	none	<i>Lawn/landscaping</i>	5%	5%
<i>Deep water/streams</i>	none	none	<i>Impervious surface</i>	95%	95%
<i>Wooded/forest</i>	none	none	<i>Stormwater Pond</i>	none	none
<i>Brush/Grassland</i>	none	none	<i>Other (describe)</i>		
<i>Cropland</i>	none	none			
			TOTAL	100%	100%

8. **Permits and approvals required:** List all known local, state and federal permits, approvals, certifications and financial assistance for the project. Include modifications of any existing permits, governmental review of plans and all direct and indirect forms of public financial assistance including bond guarantees, Tax Increment Financing and infrastructure. All of these final decisions are prohibited until all appropriate environmental review has been completed. See Minnesota Rules, Chapter 4410.3100.

Unit of Government	Type of Application	Status
MPCA	NPDES permit	To be applied for
	Registration permits for generators if proposed	To be applied for
City of Minneapolis	Discretionary	To be applied for
	Land Use Approvals including a Subdivision Application, Conditional Use Permit for building height above 4 stories, possible CUP for a PUD, site plan review, variances as needed.	To be applied for
	Administrative	To be applied for
	TDMP/Traffic analysis, Stormwater Management Plan, Grading Erosion Control Plan, Demolition and Building Permits, Preliminary Development Review	To be applied for
Grants and Assistance		
Metropolitan Council	Corridors of Opportunity Local Implementation Capacity grant	Received
Public Agencies	Grants and assistance typically needed for redevelopment of urban sites, provision of amenities and affordable housing. Possible Hennepin County TOD program loan or grant.	To be applied for

Cumulative potential effects may be considered and addressed in response to individual EAW Item Nos. 9-18, or the RGU can address all cumulative potential effects in response to EAW Item No. 19. If addressing cumulative effect under individual items, make sure to include information requested in EAW Item No. 19

See Item No. 19

9. Land use:

a. Describe:

- i. *Existing land use of the site as well as areas adjacent to and near the site, including parks, trails, prime or unique farmlands.*

The site is currently occupied by a three-story, 51,000 square foot classroom building, a fenced playground directly to its south, all surrounded by a 450 space surface parking lot. The spaces located east of 23rd Avenue extended are used as a Park and Ride lot. The Metropolitan Council parcel (Figure 3b and 3d) provides a pedestrian connection between the station and the Park and Ride lot. Two remaining residences located on the properties at 3049 and 3055 22nd Avenue South are not part of the MPS site, but are envisioned as being incorporated as part of a future development phase.

In 1986, the subject site was cleared and redeveloped for the existing building and the surface parking lot. The existing building was the first building in a planned campus for a private technical school. No additional buildings were constructed. MPS acquired the property in 1998. The building serves as the South Campus of the Adult Education Program.

The entire eastern edge of the site is adjacent to the elevated Hiawatha LRT line and its Lake Street/Midtown Station as well as elevated Hiawatha Avenue at it crosses above Lake Street.

South of 31st Street is the three-story, 45 unit Clare Midtown apartments built in 2010. The remainder of the neighborhood is a mix of the original one and two family pre-World War I homes interspersed with two and one-half story apartments built in the late 1960's and early 1970's.

To the west across 22nd Avenue is a surface parking lot that serves the Midtown YWCA and Minneapolis Sports Center's building which opened in 2000 (effectively three to four story tall) along Lake Street and 21st Avenue.

Across East Lake Street is the Hi Lake Center, a 1950's era strip center that in 2004 began a program of intensification and renovation which included a new canopy, facade, storefronts, parking lot and landscaping. In 2006, Corridor Flats, a four-story mixed-use development that incorporated 36 dwelling units was constructed at the corner of 21st Street and Lake Street. Currently, directly across Lake Street from the L&H Station site is Lake Street Station, a six-story, mixed-use development that includes 64 dwelling units and 5,500 square feet of ground level commercial space.

- ii. *Plans. Describe planned land use as identified in comprehensive plan (if available) and any other applicable plan for land use, water, or resources management by a local, regional, state, or federal agency.*

The Minneapolis Plan for Sustainable Growth is the City's current Comprehensive Plan. The Plan designates the L&H Station site as mixed-use and located within the designated Lake Street LRT Station Activity Center and along East Lake Street, a designated Commercial Corridor. The Plan provides policy direction specific for "Transit Station

Areas” (TSA) that support and reinforce the Metropolitan Council’s 2030 Transportation Policy Plan. The following policies and implementation steps apply to the proposal:

Land Use Policy 1.10: “Support development along Commercial Corridors that enhances the street’s character, fosters pedestrian movement, expands the range of goods and services available, and improves the ability to accommodate automobile traffic.”

- 1.10.1 - Support a mix of uses—such as retail sales, office, institutional, high-density residential and clean low- impact light industrial – where compatible with the existing and desired character.
- 1.10.4 - Encourage a height of at least two stories for new buildings along Commercial Corridors, in keeping with neighborhood character.
- 1.10.5 - Encourage the development of high-density housing on Commercial Corridors.
- 1.10.6 - Encourage the development of medium-density housing on properties adjacent to properties on Commercial Corridors.

Land Use Policy 1.12: “Support Activity Centers by preserving the mix and intensity of land uses and by enhancing the design features that give each center its unique urban character.”

- 1.12.1 - Encourage a variety of commercial and residential uses that generate activity all day long and into the evening.
- 1.12.2 - Encourage mixed-use buildings, with commercial uses located on the ground floor and secure entrances for residential uses.
- 1.12.3 - Encourage active uses on the ground floor of buildings in Activity Centers.
- 1.12.4 - Discourage uses that diminish the transit and pedestrian character of Activity Centers, such as automobile services, surface parking lots, and drive-through facilities.
- 1.12.5 - Encourage a height of at least two stories for new buildings in Activity Centers, in keeping with neighborhood character.
- 1.12.6 - Encourage the development of high- to very-high density housing within the boundaries of Activity Centers.
- 1.12.7 - Encourage the development of medium to high-density housing immediately adjacent to Activity Centers to serve as a transition to surrounding residential areas.
- 1.12.8 - Support district parking strategies in Activity Centers, including shared parking facilities with uniform signage, and other strategies.
- 1.12.9 - Encourage architectural design, building massing and site plans to create or improve public and semi-public spaces in Activity Centers.
- 1.12.10 - Encourage developments to incorporate climate sensitive site and building design practices.

Land Use Policy 1.13: “Support high density development near transit stations in ways that encourage transit use and contribute to interesting and vibrant places.”

- 1.13.1 - Encourage pedestrian-oriented services and retail uses as part of higher density development near transit station areas.

- 1.13.2 - Pursue opportunities to integrate existing and new development with transit stations through joint development.
- 1.13.3 - Discourage uses that diminish the transit and pedestrian character of areas around transit stations, such as automobile services, surface parking lots, and drive-through facilities.
- 1.13.4 - Encourage architectural design, building massing and site plans to create or improve public and semi-public spaces near the station.
- 1.13.5 - Concentrate highest densities and mixed use development adjacent to the transit station and along connecting corridors served by bus.
- 1.13.6 - Encourage investment and place making around transit stations through infrastructure changes and the planning and installation of streetscape, public art, and other public amenities.

The L&H Station project would be consistent with the above listed policies and implementation steps of the City Comprehensive Plan.

The Hiawatha/Lake Station Area Master Plan adopted in 2001 is also applicable for the project area. The plan specifically calls for the following elements: increased housing opportunities (with an emphasis on diversifying choice and affordability); a civic open space (the public plaza/market square adjacent to the LRT station site); streetscape improvements to Lake Street integrated with street oriented mixed-use development; improved pedestrian connections between the neighborhood and local shopping and employment destinations; and an example of 'Smart Growth' development linking transportation, land use, economic development and housing.

The Corcoran Midtown Revival Plan adopted in 2002 reinforced and provided more detailed direction for the L&H Station area of the Hiawatha and Lake Station Area. This Plan confirmed the concept of directing the highest residential densities adjacent to the Station (the Project site) the appropriateness of the four to six story building heights and the importance of public market activity.

- iii. *Zoning, including special districts or overlays such as shoreland, floodplain, wild and scenic rivers, critical area, agricultural preserves, etc.*

The primary zoning district is C3A – Community Activity Center District. The C3A Community Activity Center District is established to provide for the development of major urban activity and entertainment centers with neighborhood scale retail sales and services. Institutional and public uses and public services are allowed.

The site is designated within a pedestrian overlay district. The PO Pedestrian Oriented Overlay District is established to preserve and encourage the pedestrian character of commercial areas and to promote street life and activity by regulating building orientation and design and accessory parking facilities, and by prohibiting certain high impact and automobile-oriented uses

- b. *Discuss the project's compatibility with nearby land uses, zoning, and plans listed in Item 9a above, concentrating on implications for environmental effects.*

See i-iii above. The proposed development is not expected to result in any adverse environmental effects. The City of Minneapolis has comprehensive regulations and a regulatory process that the applicant would need to follow and complete.

- c. *Identify measures incorporated into the proposed project to mitigate any potential incompatibility as discussed in Item 9b above.*

Each application for necessary permits would be reviewed, assessed and evaluated by City staff.

10. Geology, soils and topography/land forms:

- a. *Geology - Describe the geology underlying the project area and identify and map any susceptible geologic features such as sinkholes, shallow limestone formations, unconfined/shallow aquifers, or karst conditions. Discuss any limitations of these features for the project and any effects the project could have on these features. Identify any project designs or mitigation measures to address effects to geologic features.*

Published references describe the surficial geology on the property as upper terrace deposits of sand, gravelly sand and loamy sand, overlain by thin deposits of silt, loam, or organic sediment (Meyer and Hobbs, 1989).

Bedrock in the vicinity of the subject site consists of Decorah Shale characterized by green, calcareous shale with thin interbeds of limestone (Olsen and Bloomgren, 1989).

The soils encountered in the borings generally consisted of asphalt underlain by up to two feet of sandy gravel. Beneath the gravel was varying amounts of apparent fill materials, ranging in depth from 1.5 to 8.5 feet below ground surface. Beneath the fill was typically a small amount of organic silty and/or sandy clay, underlain by fine to medium sands. Groundwater was typically encountered in sandy soils, ranging from silty sand to gravelly sands. Presumed bedrock was encountered in ten of the fourteen borings at depths ranging from 26 to 37 feet below ground surface. It should be noted that several borings were advanced to depths greater than 37 feet without meeting refusal. It is possible that large cobbles or bedrock "floaters" were encountered in some of the borings.

The fill soils were generally significantly darker in nature, dark brown to black, with debris present in some locations. The native material was generally lighter in color and more sandy, providing a definite contrast between presumed fill and native materials.

No limitations were identified for this site that would alter the proposed design of the project. No current geologic investigation of the site is available.

- b. *Soils and topography - Describe the soils on the site, giving NRCS (SCS) classifications and descriptions, including limitations of soils. Describe topography, any special site conditions relating to erosion potential, soil stability or other soils limitations, such as steep slopes, highly permeable soils. Provide estimated volume and acreage of soil excavation and/or grading. Discuss impacts from project activities (distinguish between construction and operational activities) related to soils and topography. Identify measures during and after project construction to address soil limitations including stabilization, soil corrections or other*

measures. Erosion/sedimentation control related to stormwater runoff should be addressed in response to Item 11.b.ii.

The site is relatively level with a change in elevation of approximately six feet from its highest point at the northwest corner at South 22nd Street and East Lake Street to its lowest point at the southeast corner of East 31st Street adjacent to Hiawatha Avenue. An existing retaining wall located along the Lake Street frontage would be removed.

It is anticipated the general topography of the site would be maintained.

Excavation would be limited to the areas that include underground parking beneath or between the buildings on the site.

Published references describe the surficial geology on the property as upper terrace deposits of sand, gravelly sand and loamy sand, overlain by thin deposits of silt, loam, or organic sediment (Meyer and Hobbs, 1989).

No limitations were identified for this site that would alter the proposed design of the project. All required grading and erosion control measures would be implemented as required.

11. Water resources:

- a. *Describe surface water and groundwater features on or near the site in a.i. and a.ii. below.*
 - i. *Surface water - lakes, streams, wetlands, intermittent channels, and county/judicial ditches. Include any special designations such as public waters, trout stream/lake, wildlife lakes, migratory waterfowl feeding/resting lake, and outstanding resource value water. Include water quality impairments or special designations listed on the current MPCA 303d Impaired Waters List that are within 1 mile of the project. Include DNR Public Waters Inventory number(s), if any.*

The nearest public waters are the Mississippi River at Lake Street located approximately, 1.8 miles east of the development site and Powderhorn Lake in Powderhorn Park located approximately, 0.9 miles South-Southwest of the site.

- ii. *Groundwater – aquifers, springs, seeps. Include: 1) depth to groundwater; 2) if project is within a MDH wellhead protection area; 3) identification of any onsite and/or nearby wells, including unique numbers and well logs if available. If there are no wells known on site or nearby, explain the methodology used to determine this.*

Borings recently completed at the site indicate a depth to groundwater ranging from 22 to 32 feet below grade. Groundwater is not likely to be a long-term issue associated with the development of the site. It is likely that some local dewatering may be required as part of construction due to the presence of finer grained, silty soils in some borings. Further investigation of the groundwater conditions at the site is currently planned and would be used to refine the final design.

If construction dewatering is necessary, all necessary permits would be obtained for the proper management and discharge of the collected water. Water would be tested and, if

impacted, an MCES discharge permit would be obtained. Long-term dewatering does not appear to be necessary for the ongoing operation of the building.

The Minnesota Department of Health County Well Index does not identify any wells at this site. The Phase I Environmental Site Assessment (a full copy is located on the City's website) investigation searched and reviewed sources of information about the subject property and found no record of onsite wells. No wells were observed during the visual inspection of the site.

b. Describe effects from project activities on water resources and measures to minimize or mitigate the effects in Item b.i. through Item b.iv. below.

i. Wastewater - For each of the following, describe the sources, quantities and composition of all sanitary, municipal/domestic and industrial wastewater produced or treated at the site.

- 1) If the wastewater discharge is to a publicly owned treatment facility, identify any pretreatment measures and the ability of the facility to handle the added water and waste loadings, including any effects on, or required expansion of, municipal wastewater infrastructure.*

Wastewater generated at the site would be typical of residential and commercial uses in the City of Minneapolis.

The development would connect to the Minneapolis municipal sanitary sewer system. Wastewater volumes generated by the proposed development have not been calculated nor have the specific points of connection with the City and Metropolitan wastewater systems been identified. The City and Metropolitan systems are likely to accommodate the development in this location with minimal if any modification. No expansion of the capacity of this system to accommodate the wastewater from the development has been identified or is expected. Each application for connection to the system would be reviewed, assessed and evaluated by City staff.

- 2) If the wastewater discharge is to a subsurface sewage treatment systems (SSTS), describe the system used, the design flow, and suitability of site conditions for such a system.*

Not applicable.

- 3) If the wastewater discharge is to surface water, identify the wastewater treatment methods and identify discharge points and proposed effluent limitations to mitigate impacts. Discuss any effects to surface or groundwater from wastewater discharges.*

Not applicable.

ii. Stormwater - Describe the quantity and quality of stormwater runoff at the site prior to and post construction. Include the routes and receiving water bodies for runoff from the site (major downstream water bodies as well as the immediate receiving waters). Discuss any environmental effects from stormwater discharges. Describe stormwater pollution

prevention plans including temporary and permanent runoff controls and potential BMP site locations to manage or treat stormwater runoff. Identify specific erosion control, sedimentation control or stabilization measures to address soil limitations during and after project construction.

Currently the site is nearly entirely impervious as paved parking and the existing structure covers the majority of the site. The only exceptions are the front and back yards of the residences at 3049 and 3055 22nd Avenue South, the landscaping surrounding the parking area and the classroom building, a portion of the play equipment area directly south of the building and the pedestrian connection to the LRT station. See Figure 3b. There is no evidence of any stormwater management at the site.

The Stormwater Management Plan required by the City for this project would be required to be in compliance with Chapter 54 requirements including the provision of best practices. Some of the anticipated features include cisterns, plantings, permeable pavers and other tools to capture the incentives offered by the City for addressing the volume, rate and quality of the stormwater leaving the site. Stormwater leaving the site would be carried through the City storm sewers to the Mississippi River.

- iii. *Water appropriation - Describe if the project proposes to appropriate surface or groundwater (including dewatering). Describe the source, quantity, duration, use and purpose of the water use and if a DNR water appropriation permit is required. Describe any well abandonment. If connecting to an existing municipal water supply, identify the wells to be used as a water source and any effects on, or required expansion of, municipal water infrastructure. Discuss environmental effects from water appropriation, including an assessment of the water resources available for appropriation. Identify any measures to avoid, minimize, or mitigate environmental effects from the water appropriation.*

The development would connect to the Minneapolis municipal water system.

iv. *Surface Waters*

- a) *Wetlands - Describe any anticipated physical effects or alterations to wetland features such as draining, filling, permanent inundation, dredging and vegetative removal. Discuss direct and indirect environmental effects from physical modification of wetlands, including the anticipated effects that any proposed wetland alterations may have to the host watershed. Identify measures to avoid (e.g., available alternatives that were considered), minimize, or mitigate environmental effects to wetlands. Discuss whether any required compensatory wetland mitigation for unavoidable wetland impacts will occur in the same minor or major watershed, and identify those probable locations.*

These features are not present at this site.

- b) *Other surface waters- Describe any anticipated physical effects or alterations to surface water features (lakes, streams, ponds, intermittent channels, county/judicial ditches) such as draining, filling, permanent inundation, dredging, diking, stream diversion, impoundment, aquatic plant removal and riparian alteration. Discuss*

direct and indirect environmental effects from physical modification of water features. Identify measures to avoid, minimize, or mitigate environmental effects to surface water features, including in-water Best Management Practices that are proposed to avoid or minimize turbidity/sedimentation while physically altering the water features. Discuss how the project will change the number or type of watercraft on any water body, including current and projected watercraft usage.

These features are not present at this site.

12. Contamination/Hazardous Materials/Wastes:

- a. Pre-project site conditions - Describe existing contamination or potential environmental hazards on or in close proximity to the project site such as soil or ground water contamination, abandoned dumps, closed landfills, existing or abandoned storage tanks, and hazardous liquid or gas pipelines. Discuss any potential environmental effects from pre-project site conditions that would be caused or exacerbated by project construction and operation. Identify measures to avoid, minimize or mitigate adverse effects from existing contamination or potential environmental hazards. Include development of a Contingency Plan or Response Action Plan.*

The Phase I Environmental Site Assessment (a full copy is located on the City's website) has revealed the following conditions relative to the subject site:

- The historical commercial use of the southeast portion of the property by Northwestern Telephone Exchange Company and later by a paint factory and a machine shop from at least 1925 until sometime between 1966 and 1969 is a recognized environmental condition (REC) for the property.
- The historical commercial use of the northern portion of the property as a gas station from at least 1930 until at least 1940 is a REC for the property.
- The location of the property within the South Minneapolis Neighborhood Soil Contamination site is a REC for the property.
- The presence of two registered leaking storage tank sites (LUAST) incidents on adjoining property east (LEAK # 8324 and LEAK # 15468) and one LUAST incident on the adjoining property to the north (LEAK # 15708) are RECs for the property.
- The presence of a Voluntary Investigation and Clean-Up Program (VICP) site on the adjoining property to the north (VP29740) is a REC for the property.
- The presence of a VICP site approximately 0.08 miles west of the property (VP19180 and VP19181) is a REC for the property.

This Assessment has not revealed the presence of historical recognized environmental conditions (HREC) or controlled recognized environmental condition (CREC) relative to the subject property.

- b. Project related generation/storage of solid wastes - Describe solid wastes generated/stored during construction and/or operation of the project. Indicate method of disposal. Discuss potential environmental effects from solid waste handling, storage and disposal. Identify measures to avoid, minimize or mitigate adverse effects from the generation/storage of solid waste including source reduction and recycling.*

Construction of the development would generate construction related waste materials which would either be recycled or disposed of in the proper facilities. The developer is committed to

implementing best practices to minimize waste and maximize recycling and comply with City regulations. The refuse and recycling collection areas have not been designed for the project. Solid waste generated from the completed project would consist of mixed municipal/residential waste materials. A source recycle/separation plan would be implemented in accordance with City requirements. Mixed municipal solid waste not recycled would be either incinerated at the Hennepin County Energy Recovery Center or hauled to a sanitary landfill.

- c. *Project related use/storage of hazardous materials - Describe chemicals/hazardous materials used/stored during construction and/or operation of the project including method of storage. Indicate the number, location and size of any above or below ground tanks to store petroleum or other materials. Discuss potential environmental effects from accidental spill or release of hazardous materials. Identify measures to avoid, minimize or mitigate adverse effects from the use/storage of chemicals/hazardous materials including source reduction and recycling. Include development of a spill prevention plan.*

No toxic substances are anticipated to be stored and used in any significant quantity during construction or after construction. Hazardous materials such as fuels and certain construction materials would be on site during construction and would be stored and handled in conformance with regulatory requirements. Any hazardous waste materials used/stored during construction would be disposed of in the manner specified by local or state regulation or by the manufacturer.

- d. *Project related generation/storage of hazardous wastes - Describe hazardous wastes generated/stored during construction and/or operation of the project. Indicate method of disposal. Discuss potential environmental effects from hazardous waste handling, storage, and disposal. Identify measures to avoid, minimize or mitigate adverse effects from the generation/storage of hazardous waste including source reduction and recycling.*

During construction, there may be small quantities of fuel stored above ground on site. The contractor would be responsible for fuel storage to ensure compliance with state and local regulations. The project would likely have emergency generators on site as a back-up source of power for life safety issues. The backup generators would be designed with internal fuel tanks. No underground fuel tanks are anticipated for the project.

Contractors would manage and dispose of any hazardous materials by an approved method during construction. After construction, limited household hazardous wastes can be disposed of by residents at Hennepin County hazardous waste facilities.

13. Fish, wildlife, plant communities, and sensitive ecological resources (rare features):

- a. *Describe fish and wildlife resources as well as habitats and vegetation on or in near the site.*

The site is presently occupied by a three-story, 51,000 square foot classroom building, a fenced playground directly to its south surrounded by a 450 space surface parking lot. The two remaining residences in the southwest corner of the site at 3123 and 3125 22nd Avenue South are typical of the residential first development of the block. Landscaped areas include buffer strips at the edges of the parking areas and around the classroom building. Additional landscaped areas include the front and rear yards of the residences at the SW corner of the site and the connection from the Midtown LRT Station and the Park and Ride lot on the east edge of the site. Urban development

and these urban landscape features with the exception of the cemetery north of Lake Street between 21st Avenue and Cedar Avenue (see Figure 3a) surround the site.

A Natural Heritage Information System Data Request Form was submitted to the Department of Natural Resources on November 21, 2014, to request identification of fish, wildlife and ecologically sensitive resources. The response to the request will be available and addressed with all other responses received during the 30-day comment period.

- b. *Describe rare features such as state-listed (endangered, threatened or special concern) species, native plant communities, Minnesota County Biological Survey Sites of Biodiversity Significance, and other sensitive ecological resources on or within close proximity to the site. Provide the license agreement number (LA-____) and/or correspondence number (ERDB _____) from which the data were obtained and attach the Natural Heritage letter from the DNR. Indicate if any additional habitat or species survey work has been conducted within the site and describe the results.*

See the above listed response.

- c. *Discuss how the identified fish, wildlife, plant communities, rare features and ecosystems may be affected by the project. Include a discussion on introduction and spread of invasive species from the project construction and operation. Separately discuss effects to known threatened and endangered species.*

Given the character of habitat offered on the site and in the surrounding area no adverse impacts are anticipated.

- d. *Identify measures that will be taken to avoid, minimize, or mitigate adverse effects to fish, wildlife, plant communities, and sensitive ecological resources.*

Given the character of habitat offered on the site and in the surrounding area no adverse impacts are anticipated. The existing landscaped areas would be replaced with similar landscaped areas as the project is implemented.

14. Historic properties:

Describe any historic structures, archeological sites, and/or traditional cultural properties on or in close proximity to the site. Include: 1) historic designations, 2) known artifact areas, and 3) architectural features. Attach letter received from the State Historic Preservation Office (SHPO). Discuss any anticipated effects to historic properties during project construction and operation. Identify measures that will be taken to avoid, minimize, or mitigate adverse effects to historic properties.

There are not any anticipated effects to historic properties. An informational request was submitted to the State Historic Preservation Office (SHPO). No archaeological sites or historic structures were identified in a search of the Minnesota Archaeological Inventory and Historic Structures Inventory. Further, the property is not identified as a potential historic resource, or designated as a local landmark or located within a local historic district.

15. Visual:

Describe any scenic views or vistas on or near the project site. Describe any project related visual effects such as vapor plumes or glare from intense lights. Discuss the potential visual effects from the project. Identify any measures to avoid, minimize, or mitigate visual effects.

These features are not present nor would they be generated by the development at this site.

16. Air:

- a. *Stationary source emissions - Describe the type, sources, quantities and compositions of any emissions from stationary sources such as boilers or exhaust stacks. Include any hazardous air pollutants, criteria pollutants, and any greenhouse gases. Discuss effects to air quality including any sensitive receptors, human health or applicable regulatory criteria. Include a discussion of any methods used assess the project's effect on air quality and the results of that assessment. Identify pollution control equipment and other measures that will be taken to avoid, minimize, or mitigate adverse effects from stationary source emissions.*

The heating and cooling systems for the development have not been designed. No significant impacts are anticipated from the typical residential/commercial systems that would provide heating and cooling for the multifamily residential and the commercial structures proposed as part of the development.

- b. *Vehicle emissions - Describe the effect of the project's traffic generation on air emissions. Discuss the project's vehicle-related emissions effect on air quality. Identify measures (e.g. traffic operational improvements, diesel idling minimization plan) that will be taken to minimize or mitigate vehicle-related emissions.*

The Traffic Analysis and Travel Demand Management Plan (TDMP) prepared for the development finds that when completed, the project would not reduce the level of service at any affected intersection below LOS C. Therefore no air quality impacts or violations from this development are anticipated. See Item 18. Transportation.

- c. *Dust and odors - Describe sources, characteristics, duration, quantities, and intensity of dust and odors generated during project construction and operation. (Fugitive dust may be discussed under item 16a). Discuss the effect of dust and odors in the vicinity of the project including nearby sensitive receptors and quality of life. Identify measures that will be taken to minimize or mitigate the effects of dust and odors.*

The construction of the project is not expected to generate odors. Construction dust is anticipated but best practices to reduce emissions would occur. Fugitive dust emissions are not expected once the project is complete.

17. Noise

Describe sources, characteristics, duration, quantities, and intensity of noise generated during project construction and operation. Discuss the effect of noise in the vicinity of the project including 1) existing noise levels/sources in the area, 2) nearby sensitive receptors, 3) conformance to state noise standards, and 4) quality of life. Identify measures that will be taken to minimize or mitigate the effects of noise.

During periods of demolition, excavation and construction at the site construction noise and dust would be generated. The City regulates these impacts and contractors would be required to use best practices to minimize the impacts and comply with City standards. These impacts are non-persistent and would end when construction is completed.

18. Transportation

- a. *Describe traffic-related aspects of project construction and operation. Include: 1) existing and proposed additional parking spaces, 2) estimated total average daily traffic generated, 3) estimated maximum peak hour traffic generated and time of occurrence, 4) indicate source of trip generation rates used in the estimates, and 5) availability of transit and/or other alternative transportation modes.*
- b. *Discuss the effect on traffic congestion on affected roads and describe any traffic improvements necessary. The analysis must discuss the project's impact on the regional transportation system. If the peak hour traffic generated exceeds 250 vehicles or the total daily trips exceeds 2,500, a traffic impact study must be prepared as part of the EAW. Use the format and procedures described in the Minnesota Department of Transportation's Access Management Manual, Chapter 5 (available at: <http://www.dot.state.mn.us/accessmanagement/resources.html>) or a similar local guidance.*
- c. *Identify measures that will be taken to minimize or mitigate project related transportation effects.*

When complete a total of 840 structured parking stalls would replace the existing 450 surface parking stalls on the site.

A draft Travel Demand Management Plan (TDMP) has been prepared and submitted to the City for review and approval. A full copy of the TDMP is located in the Appendix and is available on the City's website.

These existing and proposed land uses on the site where considered in the TDMP:

EXISTING AND PROPOSED SITE LAND USES		
<u>Existing Land Use</u>	<u>Proposed Land Use - Phase 1</u>	<u>Proposed Land Use - Full Build-Out</u>
Office/Classroom Building - 51,000 sq. ft.	Office/Classroom Building - 51,000 sq. ft.	
Farmer's Market - 45,000 sq. ft.	Farmer's Market - 45,000 sq. ft.	Farmer's Market - 45,000 sq. ft.
	Hennepin County office building- 100,00 sq. ft.	Hennepin County office building- 100,00 sq. ft.
	Retail - 8,000 sq. ft.	Retail - 16,075 sq. ft.
	Multi-Family Housing - 125 units	Multi-Family Housing - 565 units

Off- Street Parking - 287 surface stalls	441 new parking stalls; 312 existing stalls to remain	Off-Street Parking - 840
Metro Transit stalls (143 Park & Ride stalls; 20 other stalls)	135 stalls in Park & Ride Lot repurposed for school parking	

The TDMP investigated and analyzed for both the L&H Station site and the surrounding community the following:

- . Present and planned land uses;
- . Pedestrian, bicycle, including bicycle parking and transit use;
- . Off and on-street parking inventory and the pattern of demand for that parking including the effect of “hide-and-ride” users of the Hiawatha LRT Lake Street–Midtown Station;
- . Parking requirements of the Minneapolis Zoning Code and parking requirements identified by the Institute of Transportation Engineers (ITE);
- . Establishment of a “Critical Parking Area”; and
- . Opportunities for shared parking within the development.

Traffic operations at the site including accesses and nearby intersections were studied to determine if the addition of site-generated traffic would have any adverse impacts. As identified in cooperation with the City of Minneapolis, the intersections most likely to be affected were:

- . East Lake Street and Hiawatha Avenue (MN 55);
- . East Lake Street and 21st Avenue South;
- . East Lake Street and 22nd Avenue South;
- . 21st Avenue South and 31st Street East;
- . 22nd Avenue South and 31st Street East;
- . East Lake Street and Cedar Avenue South.

In order to assess the traffic impacts associated with the proposed redevelopment, a two-step approach is presented in the TDMP. First, an analysis of the predicted 2017 No-Build conditions is presented. After establishing the 2017 No-Build scenario as a means for comparison, the 2017 Build scenario (one year after the scheduled completion of Phase One) analysis is presented. Similar analysis is then performed for the 2025 No-Build and 2025 Build (after the completion of all phases) conditions. Finally, conclusions of the traffic operations are detailed.

The number of vehicle trips generated by the proposed redevelopment has been estimated for the weekday AM and PM peak hours using the data and methodologies contained in the 9th Edition of Trip Generation Manual, published by the Institute of Transportation Engineers (ITE). The trip generation estimates for the project as a whole have been developed by combining the trip generation characteristics of the individual land uses. The estimated volume of site-generated new trips were then distributed to the area intersections.

Traffic operations for peak hour conditions within the study area were analyzed using the industry-standard Synchro/SimTraffic software package (Version 9.0), which uses the data and methodology contained in the 2010 Highway Capacity Manual, published by the Transportation Research Board. The software model was calibrated using existing conditions before being used to assess future conditions.

The results of the existing condition analysis indicates that all study area intersections operate at acceptable overall Levels of Service now and predicts each of the studied intersections would continue operating at acceptable overall Levels of Service under the 2017 and 2025 build alternatives.

Specific Travel Demand Management Strategies for implementation by the developer, owners and property managers are described in the TDMP.

19. Cumulative potential effects: *(Preparers can leave this item blank if cumulative potential effects are addressed under the applicable EAW Items)*

- a. *Describe the geographic scales and timeframes of the project related environmental effects that could combine with other environmental effects resulting in cumulative potential effects.*
- b. *Describe any reasonably foreseeable future projects (for which a basis of expectation has been laid) that may interact with environmental effects of the proposed project within the geographic scales and timeframes identified above.*
- c. *Discuss the nature of the cumulative potential effects and summarize any other available information relevant to determining whether there is potential for significant environmental effects due to these cumulative effects.*

This EAW describes the potential redevelopment of the parcel located at 2225 East Lake Street, in the immediate vicinity of the Lake Street/Midtown Station of the Hiawatha Blue Light Rail line. Recent redevelopment across 22nd Avenue and continued renewal of the Hi-Lake Center across Lake Street restrict the opportunity for significant redevelopment of these sites. Each of the plans for the Station area and the present zoning use 31st Street as the boundary for new large scale redevelopment which along with the pattern of use and ownership south of 31st greatly restricts the opportunity for new development in this area and the cumulative potential effects of that development.

The proposed development was anticipated and implements plans and policies adopted by the City, Hennepin County and the Metropolitan Council. The project as proposed is not anticipated to have any adverse impacts. As noted in the TDMP, the results of the existing condition analysis indicates that all study area intersections operate at acceptable overall Levels of Service now and predicts that each of the studied intersections would continue operating at acceptable overall Levels of Service under the 2017 and 2025 build alternatives.

20. Other potential environmental effects: *If the project may cause any additional environmental effects not addressed by items 1 to 19, describe the effects here, discuss the how the environment will be affected, and identify measures that will be taken to minimize and mitigate these effects.*

None are identified at this time. All known potential environmental effects are addressed in the preceding sections.

RGU CERTIFICATION. *(The Environmental Quality Board will only accept **SIGNED** Environmental Assessment Worksheets for public notice in the EQB Monitor.)*

I hereby certify that:

- The information contained in this document is accurate and complete to the best of my knowledge.
- The EAW describes the complete project; there are no other projects, stages or components other than those described in this document, which are related to the project as connected actions or phased actions, as defined at Minnesota Rules, parts 4410.0200, subparts 9c and 60, respectively.
- Copies of this EAW are being sent to the entire EQB distribution list.

Signature Bella Fawcett-Hyler

Date 12/10/14

Title Senior City Planner